



In Ridgeview the goal has been to provide a quality form of living using the natural features of the site, such as terrain, streams, vegetation, and proximity of services, with an emphasis on pedestrian activity and neighborhood pride without sacrificing architectural integrity, design, or detail. The following items help meet this goal:

1. Pedestrian friendly roadways provide corridors of trees, wide sidewalks, and pedestrian crossings at designated locations. Additionally, roadways allow for bicycle circulations by providing bike lanes on main roads, and traffic calming devices to provide safer lanes of travel.
2. Community Green-space is usable by programming general use and specific outdoor activities in prominent public locations in lieu of the standard practice of locating them behind homes, in setbacks, or in storm water detention areas.
3. Pedestrian circulation is encouraged by providing, meaningful destinations, walking trails, play fields, and connections to adjoining properties. Designated public outdoor areas help neighbors come to know each other through local events and activities.
4. A sense of harmony and discovery is encouraged by framing views to meaningful destinations, locating key focal points while providing some guidance on how these focal points and their respective framing devices should be treated, and employing a semi-radial layout that is inherently symmetrical and focuses upon the pedestrian experience by orchestrating how the outdoor spaces are framed by buildings, roads, tree lines, sidewalks, and ground coverage.
5. A traditional neighborhood concept is the concept behind keeping garages, utilities, and services to the rear, and away from the street life. It is also the driving force for the placement of buildings on their lots, the variety of proximity between neighbors, and the relative scale of buildings to their street. It is also responsible for the many dwelling types and commercial spaces that occupy the same blocks in several areas fostering a mixed-use ideal that is the backbone of a traditional neighborhood.
6. A long-needed attempt is made to part from the exhausted and unattractive façade standard that consists of nothing more than a two-car garage, a front door, and a window facing the street. The "car is dominant" fallacy is controlled by keeping garages to the rear or greatly pulled away from the street, or in most cases, accessed by alleys.

The Ridgeview UDO is designed to:

- Provide a range of residential and commercial use within the site while being flexible at certain locations by providing commercial, dense residential, medium residential, and light residential within zones.
- Provide separation of vehicular and pedestrian traffic through streetscape, public alleys, and designated pedestrian green space.
- Provide architectural diversity and scale while utilizing materials which tie the project together through materials or styles.
- Provide connectivity with adjacent properties in order to share the green space with neighboring projects and encourage pedestrian circulation in lieu of driving a vehicle to reach local destinations.
- Provide a pride of place within the project of individual home owners through architectural connectivity, useable public recreation areas, and the design of unique features into the project.
- Provide sensitivity to the natural features of the project through tree preservation, utilization of natural site features, and architectural designs which address topographically challenging areas.